

Today's
Advertisements.THEATRE ROYAL,
CITY HALL.WILLARD OPERA COMPANY
AND
JOHN F. SHERIDAN,
ENGLAND'S GREATEST COMEDIAN.
INSTANTANEOUS SUCCESS."FUN ON THE BRISTOL."
Received on Saturday Night by a house crowded
to suffocation.TONIGHT! TONIGHT!
Last Time in Hongkong."FUN ON THE BRISTOL"
TO-MORROW (TUESDAY), 24th March,
The Latest London Success."GENTLEMAN JOE."
Mr. SHERIDAN as the HANSOM CABBIE.
WEDNESDAY, 25th March,
Second Edition of "LITTLE CHRISTOPHER
COLUMBUS."THURSDAY, 26th March,
"EXTRAORDINARY ADVENTURES OF
MISS BROWN."FRIDAY, 27th March,
"ALL ABOARD."
SATURDAY AND MONDAY,
28th and 29th March,
"THE SHOP GIRL."Prices:—\$1, \$2 & \$3.
BOX PLAN at Messrs. KIN & WALSH, LD.
SEASON-TICKETS admitting to the Series
of Twelve Performances \$25 ONLY; NOT
TRANSFERABLE.

Hongkong, 23rd March, 1896. [548]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, onMONDAY,
the 10th day of March, 1896, at 3 P.M., are
published for general information.By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 19th March, 1896. [549]Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday, the
30th day of March, 1896, at 3 P.M., by Order
of His Excellency the Governor, of One Lot
of CROWN LAND at YAU MA TAI, in the Colony
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Poles.	Annual Rent.	Unimproved Value.
1	No. 39	Ma Tai	525 525 350 380 100 500 1397	5.950		

KELLY & WALSH,
LIMITED.SALTER'S CELEBRATED BLACK GUT
TENNIS RATS.SLAZENGER'S DEMON TENNIS RATS.
THE SPECIAL DEMON RAT.

CHEAP TENNIS BAT.

An Excellent Racquet in a variety of weights,
made of Strong Black Gut, Double or Single
Strung.SINGLE STRUNG\$4.50
DOUBLE STRUNG\$5.00KELLY & WALSH, LIMITED.
Hongkong, 23rd March, 1896. [546]DWELLING HOUSES IN
RIPON TERRACE,
No. 17, LINDSEY TERRACE,
No. 6, VICTORIA VIEW, KOWLOON,
RICHMOND HOUSE, ROBINSON
ROAD—Furnished or Unfurnished.
"TUSCULUM"—MAGAZINE—GAP—
Furnished.Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 23rd March, 1896. [547]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship"NAMO,"
Captain Hall, will be despatched for the above
Ports on THURSDAY, the 26th instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LAURA & Co.,
General Managers.

Hongkong, 23rd March, 1896. [545]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR KOBE.

THE Steamship

"CHANGSHA,"
Captain Williams, will be despatched on MON-
DAY, the 30th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [551]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CHINGTU,"
Captain Innes, will be despatched on MON-
DAY, the 6th April.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [552]

Today's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Steamship

"PAKHOL,"
Captain Stott, will be despatched TO-
MORROW, the 24th instant, at Daylight.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [531]

CHINA NAVIGATION COMPANY,
LIMITED.FOR CHEFOO, TIENSIN AND
NEWCHANG.

THE Steamship

"KANSU,"
Captain Somerville, will be despatched TO-
MORROW, the 24th instant, at 2 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [533]

CHINA NAVIGATION COMPANY,
LIMITED.FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.

THE Steamship

"HUPFH,"
Captain Quill, will be despatched TO-
MORROW, the 24th instant, at 2 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [537]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG,"
Captain W. Waddell, will be despatched as
above on THURSDAY, the 26th instant, at 5
P.M.This Steamer has Superior Accommodation
for First-class Passengers.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd March, 1896. [550]

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"TSINAN,"
Captain Geo. Ramsay, will be despatched on
FRIDAY, the 27th instant, at 3 P.M.The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.A fully qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [519]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.FOR SHANGHAI, NAGASAKI, MOJI,
KOBE AND YOKOHAMA.

THE Company's Steamship

"KINTUCK,"
C. de La Perelle, Commander, will be despatched
as above on SATURDAY, the 28th instant, at
Night.For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 23rd March, 1896. [546]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at then 24 rates to COVENHAGEN,
STOCKHOLM, NORRKPING, GEFLE,
DANTZIC and KONGSBERG with transshipment
in HAMBURG.)

THE Company's Steamship

"TELENA,"
Captain T. G. Scott, will be despatched as above
on SATURDAY, the 28th instant, instead of as
previously advertised.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 23rd March, 1896. [471]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS,"
Captain Gregory, will be despatched as above
on WEDNESDAY, the 26th April.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [533]

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON.

THE Company's Steamship

"JURBO,"
Captain J. Moses, will be despatched as above
on FRIDAY, the 10th April.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 23rd March, 1896. [547]

"RICKMERS" REGULAR LINE OF
STEAMERS.FOR MARSEILLES, BREMEN AND
HAMBURG.(Taking Cargo at through rates to RED SEA
PORTS, MEDITERRANEAN and BLACK
SEA PORTS.)

THE Company's Steamship

"DOROTHEA RICKMERS,"
Captain Pape, will be despatched as above on
FRIDAY, the 17th April.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 23rd March, 1896. [546]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

R.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear comparison
with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.

Hongkong, 23rd March, 1896. [437]

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.PRICE-LISTS,
with Full Details, to be had on Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be decanted at the Dispensary before being sent out.SHERRY—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.CLARET—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currents
as is generally the case with Cheap Wines.BRANDY—All our Brandy is guaranteed to be
pure Cognac, the difference in price being
merely a question of age and vintage.WHISKY—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
pronounced "E" is universally popular, and is
guaranteed by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our WINE AND SPIRITS
to be genuine when bought direct from us in
the Colony or from our authorized Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 10th January, 1896.

BIRTHS.

At Peking, on the 15th instant, the wife of
G. GUY HILLIER, of a daughter.At Shanghai, on the 14th instant, the wife of
W. B. WALTER, of the Imperial Maritime
Customs Service, of a daughter.

MARRIAGES.

At the Holy Trinity Cathedral, Shanghai, on
the 14th inst., by the Rev. H. C. Hodges, M.A.,
EDWARD HAMILTON, of Shanghai, to JULIA
STARKE, of Newcastle, England.At All Saints' Church, Tientsin, on the 15th
inst., by the Rev. Frank L. Norris, AUGUSTUS
HENRY, eldest son of Augustus Victor Jacques,
of London, to ANNIE GULB, only daughter of the
late Cassin Fox, of Morebottle, Kelso, and
step-daughter of John Moffat, Imperial Chinese
Railways, Tientsin.

DEATHS.

At Redhaven Street, Baffin, on 7th February,
JOHN MATHISON, late Chief Inspector of Police,
Hongkong, aged 47 years.At Shanghai, on the 10th inst., ALICE, the
beloved daughter of G. A. WOODS, aged 4 years.At Chaofoo, on the 14th instant, CONSTANCE
HARRIET, wife of A. W. Doochwalte, M.D.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 23, 1896.

THE SANITARY BOARD.

In reply to Mr. WHITEHEAD's demand
for the publication of all the reports and
correspondence in connection with the
proposed alterations in the constitution of
the Sanitary Board, the Government has
put into type and furnished to the press
about a tenth part of the papers that must
exist on the subject. The Chamber of
Commerce letter of the 19th October, 1894,
Dr. Ho Kai's Memorandum of the 3rd
November, Mr. BEZILIOS's letter of the
5th November, Mr. KESWICK's letter of the
12th November and two minutes
thereon by Messrs. McCONACHIE and
CHATER, are the only documents published.
If we except an extract from the report of
the Retrenchment Commission. The latter
and the Chamber of Commerce letter
have appeared before and are well-known
to the public, but where are the reports
from the Director of Public Works, from

the Colonial Surgeon, from other official
members of the Board; and where are the
Colonial Secretary's Minutes and Memo-
randa and the Governor's despatches to the
Colonial Office, and the replies thereto?
During the fifteen months that have elapsed
since Mr. KESWICK opened the trenches for
the combined attack on the popular element
in the Sanitary Board there has been time
for several interchanges of opinion between
Downing Street and Hongkong. What the
members of Council want to see are the
representations made to the Secretary of
State for the Colonies by the local Govern-
ment, by means of which the Minister has
been induced to sanction the reduction in the
number of the unofficial Members and the
substitution of an official for an unofficial
majority. Of course no one expects to see
the semi-official communications of a
confidential character exchanged between
individual officials here and in London,
which nevertheless have had a very con-
siderable effect in producing the result
intended. We hope that the members of the
Legislative Council will not allow them-
selves to be put off with these few scraps
of an extensive correspondence, and will,
if they cannot get them otherwise, wire
to the Secretary of State for an order
for the rest of the reports and despatches
to be laid upon the table.

Looking at the correspondence as
published, we note the inverted order in
which the few papers given are arranged.
Mr. KESWICK's letter of the 12th November,
with the minutes annexed to it, comes first
and then Mr. BEZILIOS's letter and Dr. Ho
Kai's memorandum, the one of the 5th and
the other of the 3rd November. There is
no copy of the communication, of what-
ever nature it was, by means of which the
Government submitted the question of
reorganisation for the consideration of
Unofficial members, and which gave rise
to Dr. Ho Kai's very able memo-
randum and to Mr. BEZILIOS's letter,
and no means of judging when or under
what circumstances the gentlemen
consulted met together for debate.
Presumably the meeting was prior to the
date of the memorandum and letter. It
does not, however, very much matter. We
are concerned in the main with the letter
and minutes, and the opinions expressed
in them.

Mr. BEZILIOS was of opinion that the
Sanitary Board should be reconstituted
and should consist of three official members
only, and the presence of a couple of
unofficial members who would be outvoted
and powerless would only be a source of
weakness, lessening the responsibility of
the official members. So far Mr. BEZILIOS
was absolutely in the right and we
hope he will give effect to his views
after the new Ordinance has been
rammed down the throats of the
citizens, by refusing to elect, or be
elected as an unofficial member. Mr.
BEZILIOS's opinion on the main question
whether the Board stood in need of any
alteration in its constitution is worthless, as
he was so ignorant of what he was
writing about that he did not know that
the Sanitary Board as it then
existed consisted of a majority of
unofficial members with an official
minority. He wrote: "We have already
had experience in the working of the
existing Board that the presence of
unofficial members, outvoted by officials
and powerless for executive purposes, has
merely resulted in an overflow of debate
and waste of valuable time." There was
a great deal of useless debate and
great loss of valuable time, but it was
not because of the want of voting
power on the part of the unofficials
but for the reason that the Board as a
whole had no Executive Powers, and
because the official members (the Director
of Public Works chiefly) did all in their
power to nullify the decisions of the
unofficial majority when there was any
difference of opinion on any question.

From Mr. EDE, DR. CANTLIE, MR. FRANCIS,
there was a continued protest against
official obstruction and a constant demand
for executive powers and for officers,
under the direct authority of the Board,
to give effect to its decisions. So much for
Mr. BEZILIOS's assistance in resolving the
question before the Government. It was
worse than worthless. It was misleading.
Mr. KESWICK, in his letter of the 12th
November addressed to Mr. CHATER as
senior Unofficial Member of the Council,
expresses the opinion that if the Govern-
ment were, in any new arrangement,
to have the appointment of the Health Officer
and the Sanitary Engineer it would, by
taking such appointments in its hands,
assume the sole responsibility for the
health of the Colony. Mr. KESWICK was
quite right. If the Board was to be
responsible it should have the selection
and appointment of its own officials. If
they were to be selected and appointed by
the Government and to owe obedience
to the Colonial Secretary and Governor,
then the responsibility must rest on those
who exercised the ultimate authority. Mr.
KESWICK was also perfectly correct in his
statement, later on, that as matters
then were, there was no properly
constituted sanitary authority, and that
from its very nature it was impossible that
the Board could adequately fulfil the
functions expected of it. He never uttered
truer words, but he failed to understand
in what the defect consisted. It was not
in the fact that there were six unofficial
members and only four official on the
Board, but in the fact that while it had
most extensive, too extensive, legislative
powers it had no executive officers and
no executive power; and that the very
persons who ought in respect of their
sanitary functions, to have been its officers
and under its authority were absolutely
independent of it and were members of
the official minority. Over and over
again the complaint was made at the
Board meetings that the water supply, the
main drainage, the shipping, the medical
supervision of the inhabitants in health

and disease were taken away from the
Board and put under Departments
absolutely independent of the
Board and its officers. How often
was it pointed out that its Sanitary
Surveyor was a junior officer in the service
of the Public Works Department, under
obedience to the D.P.W. and not to the
Board; that it had not at its disposal a
doctor of any kind whom it could direct
to visit a sick man or report on any par-
ticular subject? The Sanitary Superinten-
dent himself was the servant of the
Government and not of the Board. The
alteration that was wanted was not the
substitution of a Government Department,
whether presided over by one head
or by an official Board, but the change
that Dr. HO KAI demanded—enlarged
powers and an increased staff for the
existing Board. Not enlarged
powers to make bye-laws, but enlarged
powers to enforce them and proper
officers to carry on the work, namely
the control of the main sewers as
well as of the private drains, control of
the water supply, control of the arrange-
ments for dealing with infectious disease
afloat or ashore. With proper officers
responsible to the Board and the full powers
referred to above the old Sanitary Board
would have done good work, as it had
done in the past, in spite of its want of
executive power, and in defiance of the
jealousy and opposition of the rival depart-
ments—Medicine, and Public Works—
and there could be no question as to its
responsibility. It was constituted by
Ordinance and was responsible to the
Courts of the Colony for all its actions and
omissions. If it exceeded its powers it
was liable to an injunction; if it refused
to exercise them it was open to a mandamus.
If it abused its functions any one injured
could take action for damages. It was
responsible for the acts of its officers in
a way in which no officer of the Govern-
ment can be made responsible. Neither
the Director of Public Works nor the
Colonial Surgeon nor any Government
officer has any real responsibility in
Hongkong. There is no means of
compelling them to do their duty; no
means of making them pay damages
when they abuse their powers and position.
Our contemporary the *Daily Press* was
within the mark when it pointed out the
other day that no government officer in
Hongkong can be made responsible for
his misdeeds unless they are of so very
gross a kind that he becomes unfit for the
public service and has to be dismissed.

TELEGRAMS.

REUTER'S MESSAGES.

BRITISH TRADE IN JAPAN.

LONDON, March 20th.

Mr. CURZON, in reply to a question, said that
the proposal to appoint a commercial attaché to the
Legation at Tokio was premature.

THE TRANSIT PASS DIFFICULTY.

Mr. CURZON stated in the House of Commons
that the British Government is making representa-
tions to China regarding the terminal tax on
British goods in the southern provinces of the
Empire, and for the strict observance of
paragraph 29 (paragraph 28) of the Anglo-
Chinese Treaty of 1858.[Article 28 of the Anglo-Chinese Treaty of
1858 reads as follows:—Whereas it was
agreed in Article X. of the Treaty of
Nanking that British imports, having paid
the tariff duties, should be conveyed into
the interior free of all further charges except a
transit duty, the amount whereof was not to
exceed a certain percentage on tariff value; and
whereas no accurate information having been
furnished of the amount of such duty, British
merchants have constantly complained that
charges are suddenly and arbitrarily imposed
by the provincial authorities as transit duties
upon produce on its way to the foreign markets,
and upon imports on their way into the interior,
to the detriment of trade; it is agreed that within
four months from the signing of this Treaty, at
all ports now open to British trade, and within a
similar period at all ports that may hereafter be
opened, the authority appointed to superintend
the collection of duties shall be obliged, upon
application of the Consul, to declare the amount
of duties leviable on produce between the place
of production and the port of shipment, and upon
imports between the Consular port in question
and the inland markets named by the Consul; and
that a notification thereof shall be published in
English and Chinese for general information.
But it shall be at the option of any British
subject desiring to convey produce purchased
outside to a port, or to convey imports from a
port to an inland market, to declare his goods of all
transit duties by payment of a single charge.
The amount of this charge shall be leviable on
exports at the first barrier they may have to
pass, or on imports at the port at which they
are landed; and on payment thereof a certifi-
cate shall be issued which shall exempt the
goods from all further inland charges what-
soever. It is further agreed that the amount
of this charge shall be calculated, as nearly as
possible, at the rate of two-and-a-half per cent.
ad valorem, and that it shall be fixed for each
article at the conference to be held at Shanghai
for the revision of the tariff. It is distinctly
understood that the payment of transit dues,
by commutation or otherwise, shall in no way
affect the tariff duties on imports or on exports,
which will continue to be levied separately
and in full.]Art. 29 is as follows:—British merchant
vessels, of more than one hundred and fifty tons
burden shall be charged tonnage dues at the
rate of four mace per ton; if of one hundred
and fifty tons and under, they shall be
charged at the rate of one mace per ton.
Any vessel clearing from any of the open
ports of China for any other of the open
ports, or for Hongkong, shall be entitled,
on application of the master, to a special
certificate from the Customs, on exhibition of
which she shall be exempted from all
further payment of tonnage dues in any open
port of China for a period four months, to be
reckoned from the date of her port clearance.]

THE OPENING OF THE WEST RIVER.

Mr. CURZON, Under Secretary of State for
Foreign Affairs, stated in the House of Commons
that the Government is negotiating with the
Chinese Government for ports of call and for
ports open to trade where Consuls may reside
on the West River.(From Japanese Papers.)
THE BUBONI PLAGUE AND THE
SHIPPING TRADE.

TOKIO, March 7th.

The Home Department will shortly release
the regulations for the inspection of vessels
arriving from Hongkong, in consequence of the
prevalence of plague there. Already after con-
sultation with the various Consuls in Yokohama
the Governor of the prefecture has ordered an
inspection of the vessels on his own initiative.

M. WAEBER AND M. SPEYER.

TOKIO, March 9th.

It is reported as probable that M. Waerber
will remain in Seoul for some time, notwith-
standing his nominal supercession by M.
Speyer, now sailing as *Chargé d'Affaires* in
Tokio. The *Kiung* is said to place no reliance
on anyone but M. Waerber.

FIGHTING IN KOREA.

FUSAN, March 7th.

Captain Tanaka reports from Chungju that
the soldiers retreated after the last encounter,
leaving more than 30 dead behind them, besides
provisions and a quantity of gunpowder and
spears. Nine Japanese soldiers were wounded.

Intimations.

NOTICE.

THE EAST POINT DAIRY FARM COMPANY.

TO avoid any misapprehension, I beg to inform our CUSTOMERS and the PUBLIC in general that our CATTLE are entirely FREE from DISEASE. The majority of our Cattle, which we have over 200 head, were specially picked out from the principal healthy Districts and Cattle-rearing Districts in Australia, by the undersigned, who has been connected with this Company and its Predecessor since 1891, and who has spared no time or trouble to study the Diseases of Cattle, having twice visited Australia and India for that purpose.

A Cattle Plague which broke out the year before last in this Colony did not touch our Dairy, which is situated in the Wong Nei Chong Valley at the Eastern part of the Colony and surrounded on all sides with fir and other trees, and it is one of the healthiest localities in this Colony for Cattle.

Our Produce, about 1,000 lbs. of milk daily, is used by the Civil and Military Hospitals (not the Officers' Mess as was rumoured in connection with the cases of Typhoid fever) and by the principal institutions in the Colony for the past few years, and is sold at our Depot—No. 12, D'Aguiar Street.

A. RUMJAHN, Managing Proprietor.

Hongkong, 12th March, 1896. [405]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

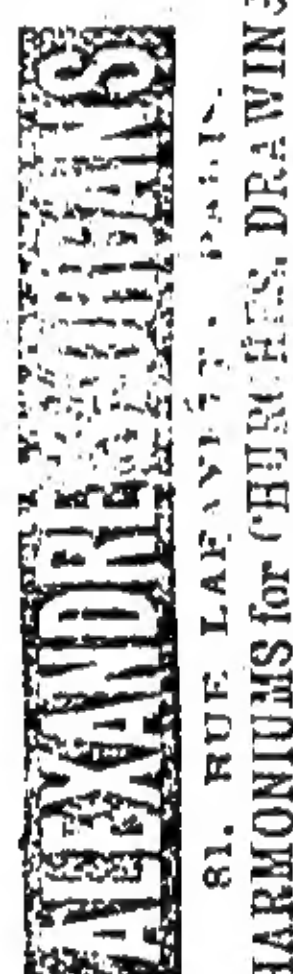
FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS, ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the NEIGHBOURHOOD.

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [156]



ST. RUE LAFFAYE, PARIS. HARMONICUS FOR CHURCHES, DRAWING ROOMS, SCHOOLS, &c. FROM 24 UPWARDS. Illustrated Catalogues sent free on demand. APPLY TO JOHN D. HUTCHISON, Esq., Hongkong. Agents for M. OPPENHEIMER & Co., P. R.

DUMINY & CO CHAMPAGNE EXTRA DRY

Carte D'Or 800 Carte Blanche 800 Sillery Demi 800 Chateau de Charnieres 800 Apply to Messrs. DODWELL, CARLILL & CO., HONGKONG. AGENTS FOR M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA"

Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 23rd March, 1896. [539]

FOR YOKOHAMA AND KOBE.

THE Steamship.

"NIOBE."

Captain G. E. Platt, will be despatched for the above Ports TO-MORROW, the 24th instant, at Noon.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 23rd March, 1896. [540]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ENERGIA."

Captain Said, will be despatched as above on or about TUESDAY, the 24th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 23rd March, 1896. [550]

Intimations.

"ANGEL BRAND." SWISS (CONDENSED) MILK.

Which, through its RICHNESS in CREAM and UNIFORMITY of QUALITY, has obtained the Largest Sale in Great Britain. It can be used for all purposes of FRESH MILK.

\$2.25 Dozen.

WATKINS & CO.,

SOLE CONSIGNERS,

APOTHECARIES' HALL, 66, Queen's Road Central. [52]

Hongkong, 22nd March, 1896.

\$1,000 ONE THOUSAND DOLLARS. \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING

TO "THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY

THE SUM OF

\$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of HONGKONG, or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the "HONGKONG TELEGRAPH."

As furnished to the Company for the Three Months ending 31st March 1896; that the "premium" thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

* This premium is paid quarterly in advance by the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON, AGENT.

Hongkong, 1st January, 1896.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, \$60,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE

Ap. 17 to Messrs. DODWELL, CARLILL & Co., Agents for Messrs. P. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at Naples for Landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"FRIGGA."

Captain J. Jäger, will be despatched for the above Ports on or about the 25th instant.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 5th March, 1896. [460]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR COLOMBO, BOMBAY, PORT SAID, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU."

will be despatched as above on or about the 30th instant.

To be followed by a Steamer leaving Japan monthly.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 6th March, 1896. [479]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Germania..... To JAVA..... March.

S.S. Cassius..... To JAVA..... April.

S.S. Federation..... To JAVA..... May.

S.S. Federation..... To JAPAN..... April.

S.S. Germania..... To JAPAN..... May.

S.S. Cassius..... To JAPAN..... June.

General Agents for China & Japan, LAUTS, WEGENER & Co.

Hongkong, 24th February, 1896. [391]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR."

Captain Asquith, will be despatched as above on WEDNESDAY, the 24th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th March, 1896. [478]

Shipping.

STEAMERS.

JAVA, CHINA, JAPAN LINE OF STEAMERS.

FOR SAMARANG AND SOURABAYA, VIA AMOY, SWATOW AND SINGAPORE.

THE Steamship

"GERMANIA."

Captain Bendixen, will be despatched from Hongkong for above Ports TO-MORROW, the 24th instant, at 5 p.m.

For Freight or Passage, apply to LAUTS, WEGENER & Co., General Agents.

Hongkong, 21st March, 1896. [542]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENARTNEY."

Captain Godey, will be despatched as above on or about THURSDAY, the 24th April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th March, 1896. [507]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"BRODICK CASTLE."

Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 5th December, 1895. [1692]

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH."

Falcon, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 18th February, 1896. [536]

FOR SAN FRANCISCO.

THE American Bark

"COLOMA."

Noyes, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 3rd March, 1896. [445]

FOR NEW YORK.

THE 100 A. L. American Iron Ship

"T. F. OAKES."

E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 27th February, 1896. [423]

FOR NEW YORK.

THE 3/3 L.L. American Ship

"TAM O'SHANTER."

Peabody, Master, will load here for the above Port, and will have quick despatch.

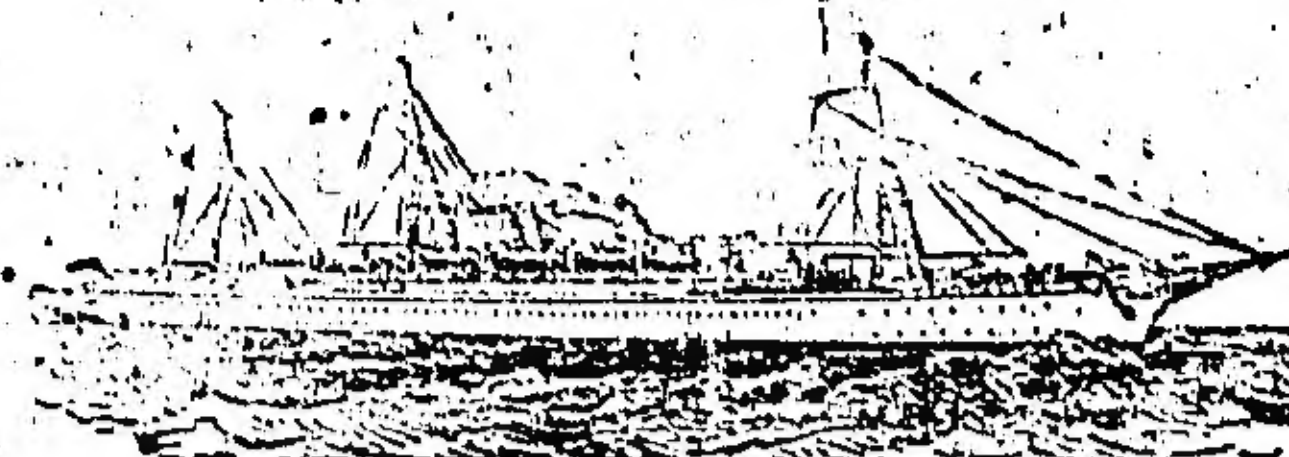
For Freight, apply to CARLOWITZ & Co.

Hongkong, 16th March, 1896. [464]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th April.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked at reduced rates, Good for 6, 9, 12 and 18 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Hongkong, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender's Street. [3]

Hongkong, 18th March, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 31st April, at Noon.

Belita (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, 25th April, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Wednesday, 13th May, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 31st March, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st March, 1896. [52]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Back Buildings.

Hongkong, 20th March, 1896. [50]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROSETTA"

Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 16th March, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Australia, leaving that port on the 18th April for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to ALF. WOOLLEY, Acting Superintendent.

Hongkong, 13th March, 1896. [431]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinzess..... Tuesday... 11th March.

Sachsen..... Tuesday... 28th April.

Kaiserin..... Tuesday... 25th May.

Prinz Heinrich..... Tuesday... 21st June.

Prinzess..... Tuesday... 21st July.

Sachsen..... Tuesday... 18th August.

Kaiserin..... Tuesday... 15th Sept.

Prinz Heinrich..... Tuesday... 12th Nov.

Prinzess..... Tuesday... 10th Nov.

ON TUESDAY, the 21st day of March 1896, at 4 P.M., the Company's Steamship "FREUSSEN," Captain D. Högemann, with MAILS, PASSENGERS, SPECIES AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 28th March. Cargo and Species will be received on board until 5 P.M. on Monday the 30th March, and Parcels will be received at the Agency's Office until Noon on Monday, the 30th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th March, 1896. [447]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap fares offered by this Line to the Pacific Coast, and to the Interior and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent Accommodation. First-class Table, Doctor and Stewardesses carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, the YELLOWSTONE NATIONAL PARK, and the GORGE TO EUROPE may be reached by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$325.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)